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NO FOREIGN DISSEM [REDACTED]

PHOTOGRAPHIC INTERPRETATION MEMORANDUM



REACTIVATION OF THE THANH HOA-VINH RAIL LINE

NPIC/R-115/68

OCTOBER 1968

Declass Review, NIMA/DoD

GROUP 1 EXCLUDED FROM
AUTOMATIC DOWNGRADING
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REACTIVATION OF THE THANH HOA-VINH RAIL LINE

Recent aerial photography reveals that the entire Thanh Hoa-Vinh rail line is serviceable and probably in use by two-axle rolling stock. Conventional rolling stock is being utilized as far south as Tho Trang (Figure 1). This is the first time since bombing restrictions were imposed on 31 March 1968 that the rail line has been serviceable between the 19th parallel and Vinh, and the first time in recent years that conventional rolling stock has been observed south of Thanh Hoa.

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The rail line south of the 19th parallel was apparently reactivated between [REDACTED]. One of the by-pass bridges over the Song Cau La (river), 11 nm north of Vinh, was reconstructed during this period (Figure 2). On [REDACTED] 12 canvas-covered and nine empty two-axle flat cars were observed at the previously inactive Vinh transshipment point (Figure 3).

After the imposition of the bombing restrictions and prior to the reactivation of the southernmost rail segment, material was being transferred from rail cars to trucks at three transshipment points immediately north of the 19th parallel: My Ly, Tho Trang, and Qui Vinh. The overflow from this transshipment operation was stored at adjacent facilities along Route 1A.

Since the line has been reactivated to Vinh, the transshipment points at My Ly and Qui Vinh have shown a drastic reduction in activity, with Tho Trang becoming the point at which material is transloaded from conventional to two-axle cars (Figure 4). Thus, it now appears that the rail line is once again the primary mode for transporting supplies into the Vinh area and that vehicles are utilized only in a supplemental capacity.

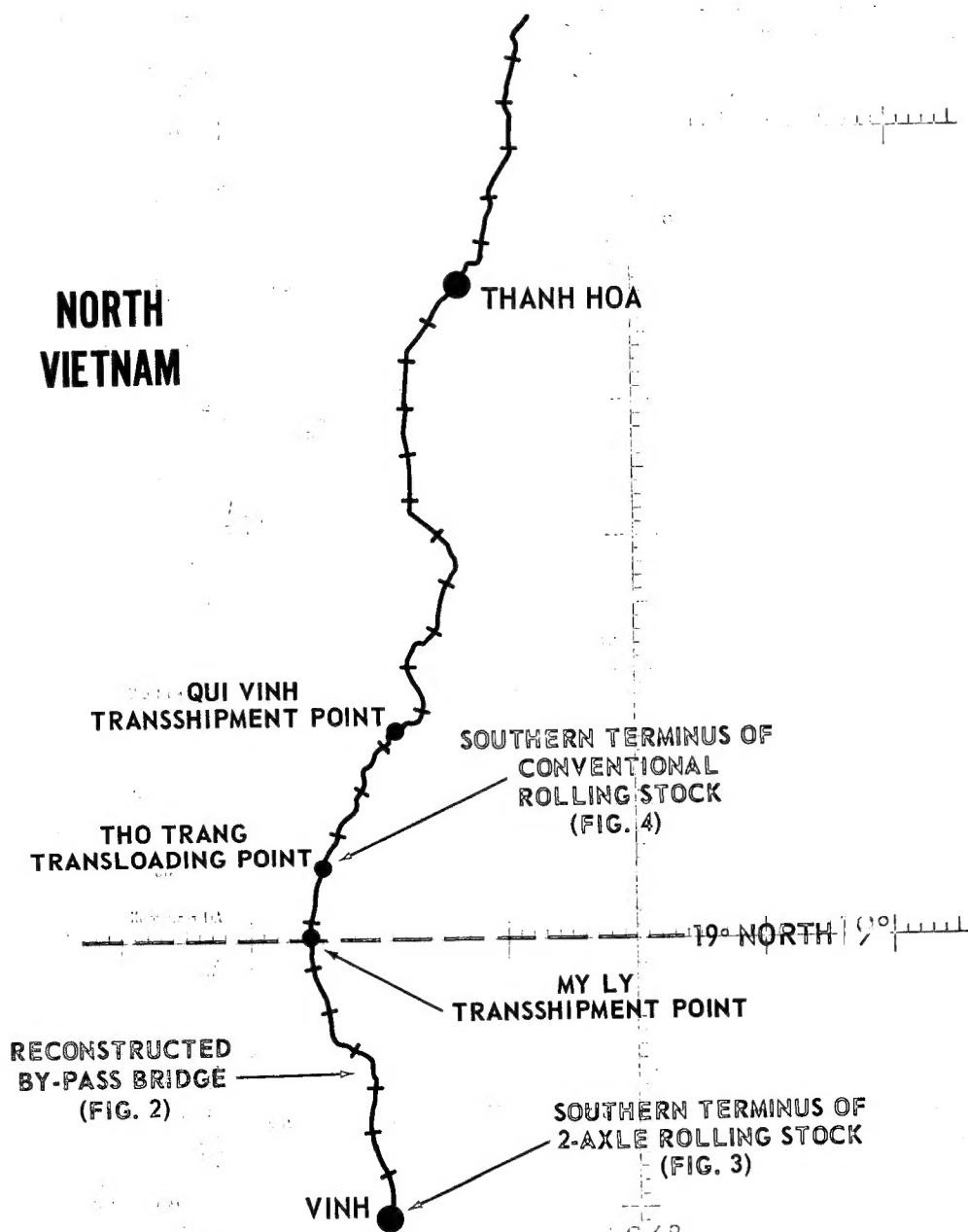
During the period in which the rail line was subject to repeated airstrikes, many of the rapidly constructed temporary bridges south of Thanh Hoa would support only the smaller two-axle ("lorry-type") rolling stock. The introduction of conventional rolling stock indicates that the axle load limits have been significantly increased on that segment of the rail line.

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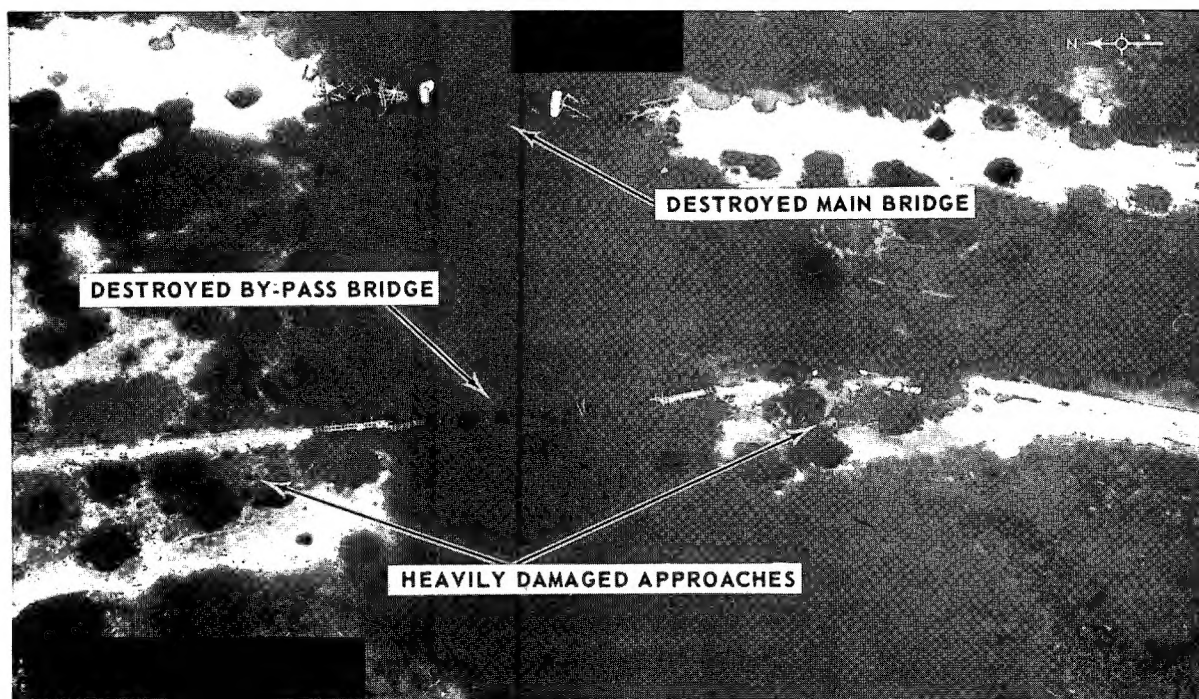
FIGURE 1. THANH HOA-VINH RAIL LINE.

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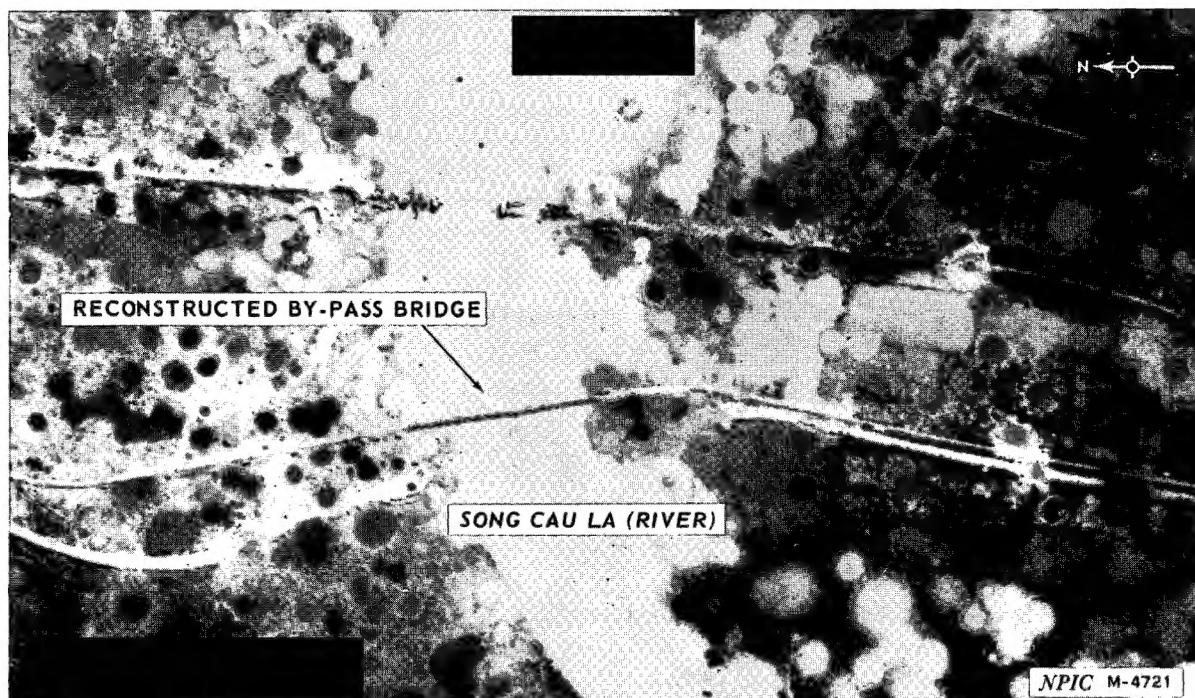


FIGURE 2. RECONSTRUCTION OF A RAIL BY-PASS BRIDGE, THANH HOA-VINH RAIL LINE, NORTH VIETNAM.

25X1D

- 3 -

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FIGURE 3. REACTIVATED TRANSSHIPMENT POINT, VINH, NORTH VIETNAM.

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- 4 -

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FIGURE 4. RAIL TRANSLOADING POINT, THO TRANG, NORTH VIETNAM.

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- 5 -

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